REMARKS

Applicants respectfully request reconsideration of the present application in view of the foregoing amendments and in view of the reasons that follow.

In the specification, paragraphs 0027, 0049, 0054, 0061, 0063, 0066, 0068, and 0071 have been amended.

Claims 1, 2, 4, 5, 8-10, and 12-15 are currently being amended to correct minor informalities.

Claims 16-26 have added.

This amendment adds, changes and/or deletes claims in this application. A detailed listing of all claims that are, or were, in the application, irrespective of whether the claim(s) remain under examination in the application, is presented, with an appropriate defined status identifier.

After amending the claims as set forth above, claims 1-26 are now pending in this application.

Information Disclosure Statement

Applicants wish to thank the Office for providing a signed and initialed copy of the SB/08 form that was filed with the Information Disclosure Statement of October 22, 2003. However, the Applicants note that the Office has not provided a copy of the SB/08 form that was filed with the Information Disclosure Statement of September 14, 2005. Applicants respectfully request that the Office consider the references noted in this SB/08 form and provide an initialed and signed copy of this SB/08 form with the next Office correspondence.

Objection to the Specification

The specification is objected to for containing minor informalities. The specification has been amended to overcome this objection. Withdrawal of this objection is respectfully requested.

Rejection under 35 U.S.C. § 102

Claims 1-4, 9, and 10 are rejected under 35 U.S.C. § 102(b) as being anticipated by U.S. Patent No. 6,158,415 (hereafter "Ichikawa et al."). This rejection is respectfully traversed.

Claim 1 recites a vibration damping engine mount for an internal combustion engine that includes a vibration controllable support mechanism, a varying air pressure supply section, and "an introduction section that introduces one of a negative pressure developed in a negative pressure pump and an atmospheric pressure into the vibration controllable support mechanism in accordance with the vibration of the internal combustion engine."

Ichikawa et al. discloses a variable vibration isolating support device that is selectively provided with atmospheric pressure via an atmospheric passage 44 and a negative pressure created by the stroke of an engine via a negative pressure passage 45. See Ichikawa et al. at col. 5, lines 39-43 ;col. 18, lines 29-55. Ichikawa et al. does not disclose a negative pressure pump that develops a negative pressure, as admitted by the Office. See Office Action at page 7.

The Office argues that claim 1 recites "one of" a negative pressure developed in a negative pressure pump and an atmospheric pressure, and that claim 1 reads on prior art with only one of these pressures. See Office Action at page 3. Applicants respectfully disagree because claim 1 does not merely require one of these pressures but an introduction section that introduces either one of these pressures, not simply one of the recited pressures. Because Ichikawa et al. does not disclose an introduction section that introduces either a pressure developed in a negative pressure pump or an atmospheric pressure, Ichikawa et al. does not disclose all of the limitations of claim 1.

Claim 2 recites a vibration damping engine mount for an internal combustion engine that includes a vibration controllable support mechanism and a varying air pressure supplying section that includes "a negative pressure pump to develop a negative pressure and an introduction section that introduces either one of the negative pressure developed in the negative pressure pump and an atmospheric pressure into the vibration controllable support

mechanism in accordance with the vibration of the internal combustion engine." Therefore, claim 2 clearly recites a varying air pressure supplying section that includes "a negative pressure pump to develop a negative pressure." As noted above, Ichikawa et al. does not disclose a negative pressure pump. Therefore, Ichikawa et al. does not disclose all of the features of claim 2.

Claim 4 recites a vibration damping engine mount for an internal combustion engine having an intake air passage that includes a vibration controllable support mechanism and "an introduction section that introduces either one of an atmospheric pressure or a positive pressure developed within the intake air passage in accordance with a driving condition of the engine and a negative pressure developed in a negative pressure pump in accordance with the vibration of the internal combustion engine." Therefore, claim 4 recites an introduction section that introduces either a negative pressure developed in a negative pressure pump or one of an atmospheric pressure or a positive pressure developed within an intake air passage in accordance with a driving condition of an engine. Ichikawa et al. does not disclose an introduction section that introduces one of these three pressures. Furthermore, Ichikawa et al. does not disclose a "positive pressure developed within the intake air passage in accordance with a driving condition of the engine."

Claim 9 recites a vibration damping engine mount for an internal combustion engine having an intake air passage that includes a vibration controllable support mechanism, a varying air pressure supplying section, and "an introduction section that develops a positive or negative air pressure in the intake air passage in accordance with a driving condition of the internal combustion engine and introduces either one of the air pressure developed in the intake air passage and an atmospheric pressure into the vibration controllable support mechanism in accordance with the vibration of the internal combustion engine." Ichikawa et al. does not disclose "an introduction section that develops a positive or negative air pressure in the intake air passage in accordance with a driving condition of the internal combustion engine." Nor does Ichikawa et al. disclose an introduction section that introduces either an atmospheric pressure or one of the air pressures developed in the intake air passage. Claim 10 includes similar language to claim 9.

For at least the reasons noted above, Ichikawa et al. does not disclose all of the features of claims 1-4, 9, and 10. Withdrawal of this rejection is respectfully requested.

Rejections under 35 U.S.C. § 103

Claims 5, 14, and 15 are rejected under 35 U.S.C. § 103(a) as being unpatentable over Ichikawa et al. in view of U.S. Patent No. 5,246,212 (hereafter "Funahashi et al."). This rejection is respectfully traversed.

Claim 5 recites a vibration damping engine mount for an internal combustion engine having an intake air passage that includes a vibration controllable support mechanism, a varying air pressure supplying section, and "a positive pressure developing section that develops a positive pressure within the intake air passage in accordance with a driving condition of the internal combustion engine, the varying air pressure supplying section comprising: a negative pressure pump that develops a negative pressure therein; and an introduction section that introduces either one of an atmospheric pressure or a positive pressure developed in the intake air passage by means of the positive pressure developing section and the negative pressure developed by means of the negative pressure pump into the vibration controllable support mechanism in accordance with the vibration of the internal combustion engine."

As noted above, Ichikawa et al. does not disclose a negative pressure developed by a negative pressure pump or a positive pressure developed within the intake air passage in accordance with a driving condition of the internal combustion engine. Funahashi et al. discloses a fluid-filled elastic mount that is provided with an atmospheric pressure or a negative pressure from a vacuum pressure source 162. See Funahashi et al. at col. 8, lines 27-37. Funahashi et al. does not disclose, teach, or suggest "a positive pressure developing section that develops a positive pressure within the intake air passage in accordance with a driving condition of the internal combustion engine." Nor does Funahasi et al. disclose, teach, or suggest the introduction section recited by claim 5. Therefore, it would not have been obvious to one of ordinary skill in the art to modify the device disclosed by Ichikawa et al. by the teachings of Funahashi et al. to make the vibration damping engine mount recited

by claim 5. Nor would one of ordinary skill in the art have had motivation to make such a modification. Withdrawal of this rejection is respectfully requested.

Funahashi et al. also does not disclose or teach the negative pressure pump of claims 14 and 15.

Claims 6 and 11-13 are rejected under 35 U.S.C. § 103(a) as being unpatentable over Ichikawa et al. in view of U.S. Patent No. 6,378,307 (hereafter "Fledersbacher et al."). This rejection is respectfully traversed. Claim 6 depends from claim 5. Claims 11-13 depend from claim 10. Fledersbacher et al. fails to remedy the deficiencies of Ichikawa et al. Furthermore, Fledersbacher et al. fails to disclose, teach, or suggest the relationship of a turbo charger and a vibration damping engine mount, as recited in claims 6 and 11-13. Withdrawal of this rejection is respectfully requested.

Claims 7 and 8 are rejected under 35 U.S.C. § 103(a) as being unpatentable over Ichikawa et al. in view of Funahashi et al. and further in view of Fledersbacher et al. This rejection is respectfully traversed. Claims 7 and 8 depend from claim 5. As noted above, Funahashi et al. and Fledersbacher et al. fail to remedy the deficiencies of Ichikawa et al. Withdrawal of this rejection is respectfully requested.

Applicants believe that the present application is now in condition for allowance. Favorable reconsideration of the application as amended is respectfully requested.

The Examiner is invited to contact the undersigned by telephone if it is felt that a telephone interview would advance the prosecution of the present application.

The Commissioner is hereby authorized to charge any additional fees which may be required regarding this application under 37 C.F.R. §§ 1.16-1.17, or credit any overpayment, to Deposit Account No. 19-0741. Should no proper payment be enclosed herewith, as by a check being in the wrong amount, unsigned, post-dated, otherwise improper or informal or even entirely missing, the Commissioner is authorized to charge the unpaid amount to Deposit Account No. 19-0741. If any extensions of time are needed for timely acceptance of papers submitted herewith, Applicant hereby petitions for such extension under 37 C.F.R. § 1.136 and authorizes payment of any such extensions fees to Deposit Account No. 19-0741.

Respectfully submitted,

Date 1/19/06

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